ALBUQUERQUE

LEGEND

WEST NORTH

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, call services, lid times and local. For additional airport information refer to the Chart User's Guide.

AIRPORTS

- Hard-surface runways
- Seaplane Base
- Hard-surface runways 1500 ft. to 8999 ft. in length
- Hard-surface runways greater than 9000 ft. or dense multiple runways less than 9000 ft.
- Open non-active/non-operational runway, taxiway, ramp, or helipad (may be visible on aerial photography, but not on current aeronautical charts)

All runways are asphalt/concrete surfaced unless otherwise indicated, and shown to scale (approximations). Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

- Private (Pvt) - Non-public use having prior permission
- Military - Other than hard-surfaced, all military airports are shown in Magenta regardless of runway type
- Heliport
- Helicopter Landing Area (Helipad)
- Glider Site
- Ultralight Flying Field
- Balloon Port

Consult Chart Supplement for all FAA Identifiers, airport operational status, and availability.

Airport information last updated on the effective date of this chart.

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the numbered and reserved airspace classes are shown. Refer to FAR Part 91.

- Class B Airspace
- Class C Airspace (Mode C Veil)
- Class D Airspace
- Class E Airspace (Surface Area) - Normally in effect 4 hours before sunrise to 4 hours after sunset unless otherwise specified
- Class E Airspace with floor 700 ft. or 1200 ft. above surface
- Class E Airspace with floor 1200 ft. or greater above surface
- Class E Airspace with floor 14,500 ft. or greater above surface
- 7500 MSL / 1700 AGL — Differentiation floors of adjacent airspace are shown when the difference is 700 ft. (200 m) or greater. Differences less than 700 ft. (200 m) are otherwise designated as shown above.
- Class G Airspace (Uncontrolled Airspace) and Radio E Routes are not shown by name. Refer to Chart User's Guide for information on when airspace converts.
- Class E Airspace (Surface Area) - Continuous
- Class E Airspace (Surface Area) - Part Time
- Restricted, Prohibited, Warning, Alert, MOA and Military Training Route are not shown if not active or not in effect. Refer to Chart User's Guide for more information.
- Special Airport Traffic Area (See Supplement)
- Special Flight Rules Area (See Supplement)
- Temporary Flight Restriction (See NOTAMs)
- MOA / Military Operations Area
- ADIZ / Air Defense Identification Zone (See FAR 99)
- Terminal Radar Service Area (See Supplement)
- Training Route

COMMUNICATION BOXES

- Control Tower Frequency
- Automatic Terminal Information Service (ATIS) Frequency
- Unicom/Multicom Frequency
- Pilot Weather Briefing
- Airport Advisory Frequency
- Aeronautical Information Service (AIS) Frequency
- Clearance Delivery Frequency
- Ground Control Frequency
- ASOS/AWOS
- Weather Frequency
- Receive only

TIBA and TPPH explained above this box are removed to 5000(B) only. Other TIBS frequencies providing Traffic Information Service are shown normally by altitude and location. See Chart User's Guide.

FSS radio frequency (Flight Service Station)

RADIO AIDS TO NAVIGATION

- VHF Omni-range (VOR)
- VORTAC
- VOR-DME
- DME
- Other facilities, i.e., FSS (Outlet, RCO, etc.)
- NDB
- NDB - DME

OBSTRUCTIONS

- Man-made Obstruction
- Mine, Quarry
- Wind Turbine Farm
- Tank
- Navigation Tower
- Spire
- Antenna Tower
- Lighted Obstruction
- Unlighted Obstruction
- Obstruction under construction
- Height above ground (1149)
- Height above mean sea level (5249)
- Obstruction clearance slope
- Height above ridge (1149)
- Height above mean sea level (5249)

MISCELLANEOUS

- Airport beacon (Lighted land airport)
- Seaplane base beacon
- Marine light
- VFR/IFR wind direction indicator
- Segmented Circle (airport without beacon)
- Lighted heliport
- Rotating beacon (not airport or heliport)
- Lighted helicopter beacon
- Lighted obstruction
- Unlighted obstruction
- Aeronautical light beacon
- Lighted airport beacon (at night)
- Military - Other than hard-surfaced, all military airports are shown in Magenta regardless of runway type
- Heliport
- Helicopter Landing Area (Helipad)
- Glider Site
- Ultralight Flying Field
- Balloon Port

TOPOGRAPHIC INFORMATION

- Power Transmission Line
- Aerial Cable
- Pipeline
- 200 (Elevation Base of Tower)

Mountain Pass

Pass symbol does not indicate a recommended route through the pass. Absence of pass symbol does not indicate a recommended absence of route through the pass. Always consult sectional for highest elevations and recommended routes through and within and near mountain passes.

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

Lambert Conformal Conic Projection Standard Parallels 33° 25' and 39° 40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

CONTOUR INTERVAL 500 feet
Intermediate contours 250 feet

HIGHEST TERRAIN elevation is 13102 feet
located at 35° 58'N - 105° 39'W

Spot elevation 4254
Approximate elevation 3995

13102

ALBUQUERQUE SECTIONAL

SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

Federal Aviation Administration

EFFECTIVE 0901Z **19 MAR 2026**
TO 0901Z **14 MAY 2026**

Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/

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Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

FAA Product ID: SALB
NSN 7641014100164
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PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately two minutes of latitude overlap between the north and south sides of each sectional chart. To plot a course that lies entirely on one chart, or to plot the first leg of a course that has a corresponding latitude tick marks, one can on each side of the chart and follow the steps below:

STEP 1 – Draw a horizontal line (MATCH LINE) connecting the two corresponding latitude tick marks on each side of the chart just to the left of the left-most vertical sectional chart edge. (Figure 1)

STEP 2 – Decide which side of the chart has the departure or destination point closer to the edge of the chart. On that side, run a blank piece of paper (preferably on the chart, but extending beyond its edge) from the departure or destination point to the MATCH LINE. Make a mark where the paper crosses the MATCH LINE. (Figure 2)

STEP 3 – Without moving the paper, on the same edge as MARK A, extend a pencil line on the chart from the corner of the paper where it meets the MATCH LINE to the opposite edge of the chart. This is **LINE B**.

STEP 4 – Turn the chart over and maintain the end of **LINE B** in the other side, and extend it straight to the MATCH LINE. (Figure 3)

STEP 5 – Take the sheet of paper with MARK A on it and align the long or bottom edge of the paper with **LINE B**. Slide the paper along **LINE B** to bring it to the edge of the chart containing all of the chart. Mark the point where the paper crosses the MATCH LINE. (Figure 4)

STEP 6 – Where your pilot line crosses the MATCH LINE make a MARK C. Extend a line straight from MARK C to the destination.

STEP 7 – Turn the chart back over and maintain MARK C to that side and extend it to the MATCH LINE. Plot a line from MARK C to the destination. (Figure 5)

CONTROL TOWER FREQUENCIES ON ALBUQUERQUE SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the letters C (followed by the primary VHF tower frequencies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are arrival AWY/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

"H24/UHF" indicates continuous operation and availability.
"H24/UHF" indicates Monday through Friday.

CONTROL TOWER	OPERATES:	TOWER	GND. CON.	ATIS	AIRPAD
ALBUQUERQUE INTL SUNPORT	0700-2200	118.225	121.9	127.925	34
CLOVIS, AIRL	0700-2200	124.2/255.8	121.8/255.8	127.95/257.4	
CLOVIS MUNI, AIRL	0700-2200	118.3	121.9	119.1	
HOLLOMAN, AIRL	0600-1900 Mon - Fri; 0700-1900 Sat; 0900-1900 Sun; Opn Hol. Opn 1/2 hr bef sch	127.2	121.8	127.2	
LEA COUNTY RGNL	0600-2200	118.6/257.8	121.8	125.05	
ROSWELL AIR CENTER	0600-2200	118.225	121.8 (NE)	125.05	AIR
TAOS, AIRL	0800-1700	118.3/257.8	121.8/257.8	125.05	

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
ALBUQUERQUE (CNX)	120.4 (NE - 270/34) 124.95 (SW of 270) 125.1 (NW of 270) 126.4 (SE of 270)	CONTINUOUS
CLOVIS, AIRL	124.2 (257.8)	CONTINUOUS
HOLLOMAN, AIRL	120.4 (257.8) 370.4 (ABQ/ALBUQUERQUE CNX)	0330 MON-0830 THU (MDT)

SPECIAL USE AIRSPACE ON ALBUQUERQUE SECTIONAL CHART

Unless otherwise noted altitudes are MSL and are listed "Floor/Ceiling". "H" = High level. "L" = Low level. "C" = Channel for ground communications. Consult Flight Service for information.

* Other times by NOTAM.
** Other times by Local Control.
*** Other times by ATC.

U.S. "P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-5101	SFC-14,000	CONTINUOUS	ABQ ACC	
R-5103 A	12,000 TO UNLTD	0600-2400 (ACH-H)	ALBUQUERQUE CNTR	
R-5103 B	UNKNOWN	0600-2400 (ACH-H)	ALBUQUERQUE CNTR	
R-5103 A	10,500 MSL TO 14,500	0600-2400 (ACH-H)	ALBUQUERQUE CNTR	
R-5103 B	14,500 MSL TO UNLTD	0600-2400 (ACH-H)	ALBUQUERQUE CNTR	
R-5103 C	UNKNOWN	0600-2400 (ACH-H)	ALBUQUERQUE CNTR	126.2 265.8
R-5103 D	UNKNOWN	CONTINUOUS	ABQ ACC	
R-5104	SFC-UNKNOWN	0600-2400 (ACH-H)	ALBUQUERQUE CNTR	
R-5105	SFC-UNKNOWN	0600-2400 (ACH-H)	ALBUQUERQUE CNTR	
R-5106	SFC-UNKNOWN	0600-2400 (ACH-H)	ALBUQUERQUE CNTR	
R-5107	SFC-UNKNOWN	0600-2400 (ACH-H)	ALBUQUERQUE CNTR	
R-5107 A	SFC-UNKNOWN	0600-2400 (ACH-H)	ALBUQUERQUE CNTR	
R-5107 B	SFC TO UNKNOWN	0600-2400 (ACH-H)	ALBUQUERQUE CNTR	
R-5107 C	SFC TO UNKNOWN	0600-2400 (ACH-H)	ALBUQUERQUE CNTR	
R-5107 D	SFC TO UNKNOWN	0600-2400 (ACH-H)	ALBUQUERQUE CNTR	
R-5107 E	SFC TO UNKNOWN	0600-2400 (ACH-H)	ALBUQUERQUE CNTR	
R-5107 F	SFC TO UNKNOWN	0600-2400 (ACH-H)	ALBUQUERQUE CNTR	
R-5107 G	SFC TO UNKNOWN	0600-2400 (ACH-H)	ALBUQUERQUE CNTR	
R-5107 H	SFC TO UNKNOWN	0600-2400 (ACH-H)	ALBUQUERQUE CNTR	
R-5107 I	SFC TO UNKNOWN	0600-2400 (ACH-H)	ALBUQUERQUE CNTR	
R-5107 J	SFC TO UNKNOWN	0600-2400 (ACH-H)	ALBUQUERQUE CNTR	
R-5107 K	SFC TO UNKNOWN	0600-2400 (ACH-H)	ALBUQUERQUE CNTR	
R-5107 L	SFC TO UNKNOWN	0600-2400 (ACH-H)	ALBUQUERQUE CNTR	
R-5107 M	SFC TO UNKNOWN	0600-2400 (ACH-H)	ALBUQUERQUE CNTR	
R-5107 N	SFC TO UNKNOWN	0600-2400 (ACH-H)	ALBUQUERQUE CNTR	
R-5107 O	SFC TO UNKNOWN	0600-2400 (ACH-H)	ALBUQUERQUE CNTR	
R-5107 P	SFC TO UNKNOWN	0600-2400 (ACH-H)	ALBUQUERQUE CNTR	
R-5107 Q	SFC TO UNKNOWN	0600-2400 (ACH-H)	ALBUQUERQUE CNTR	
R-5107 R	SFC TO UNKNOWN	0600-2400 (ACH-H)	ALBUQUERQUE CNTR	
R-5107 S	SFC TO UNKNOWN	0600-2400 (ACH-H)	ALBUQUERQUE CNTR	
R-5107 T	SFC TO UNKNOWN	0600-2400 (ACH-H)	ALBUQUERQUE CNTR	
R-5107 U	SFC TO UNKNOWN	0600-2400 (ACH-H)	ALBUQUERQUE CNTR	
R-5107 V	SFC TO UNKNOWN	0600-2400 (ACH-H)	ALBUQUERQUE CNTR	
R-5107 W	SFC TO UNKNOWN	0600-2400 (ACH-H)	ALBUQUERQUE CNTR	
R-5107 X	SFC TO UNKNOWN	0600-2400 (ACH-H)	ALBUQUERQUE CNTR	
R-5107 Y	SFC TO UNKNOWN	0600-2400 (ACH-H)	ALBUQUERQUE CNTR	
R-5107 Z	SFC TO UNKNOWN	0600-2400 (ACH-H)	ALBUQUERQUE CNTR	
R-5108	SFC-UNKNOWN	CONTINUOUS	ALBUQUERQUE CNTR	
R-5109	SFC-UNKNOWN	0600-2400 (ACH-H)	ALBUQUERQUE CNTR	
R-5110	SFC-UNKNOWN	0600-2400 (ACH-H)	ALBUQUERQUE CNTR	
R-5111	SFC-UNKNOWN	CONTINUOUS	ALBUQUERQUE CNTR	
R-5112	SFC-UNKNOWN	0600-2400 (ACH-H)	ALBUQUERQUE CNTR	
R-5113	SFC-UNKNOWN	0600-2400 (ACH-H)	ALBUQUERQUE CNTR	

MOA NAME	ALTITUDES*	TIME OF USE:	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
BEAK A, B, C	11,000	0600-1800 (ACH-H)	ALBUQUERQUE CNTR	
BRONCO 3, 4	11,000 TO 18,000	0700-1800 (ACH-H)	ABQ ACC/ALBUQUERQUE CNTR	126.45 311.4 (ABQ ACC) 126.2 265.8 (ALBUQUERQUE CNTR)
CARO	11,000	0600-2200 (ACH-H)	ALBUQUERQUE CNTR	126.2 265.8
MORENCI	11,000 MSL	0600-2200 (ACH-H)	ALBUQUERQUE CNTR	126.2 265.8
MT DORA EAST HIGH, LOW	11,000	0600-2200 (ACH-H) MOTAM	ALBUQUERQUE CNTR	126.45 (ABQ ACC) 126.2 265.8 (ALBUQUERQUE CNTR)
MT DORA WEST HIGH, LOW	11,000 TO ALT NOT ABV 18,000	0600-2200 (ACH-H) MOTAM	ALBUQUERQUE CNTR	126.45 (ABQ ACC) 126.2 265.8 (ALBUQUERQUE CNTR)
PECOS NORTH HIGH	11,000	0600-2200 (ACH-H) MOTAM	ALBUQUERQUE CNTR	126.45 (ABQ ACC) 126.2 265.8 (ALBUQUERQUE CNTR)
PECOS NORTH LOW	11,000 TO ALT NOT ABV 18,000	0600-2200 (ACH-H) MOTAM	ALBUQUERQUE CNTR	126.45 (ABQ ACC) 126.2 265.8 (ALBUQUERQUE CNTR)
PECOS SOUTH	SFC-ALT NOT ABV 18,000	0600-2200 (ACH-H) MOTAM	ALBUQUERQUE CNTR	126.45 (ABQ ACC) 126.2 265.8 (ALBUQUERQUE CNTR)
RESERVE	SFC-ALT NOT ABV 18,000	0600-2200 (ACH-H) MOTAM	ALBUQUERQUE CNTR	126.45 (ABQ ACC) 126.2 265.8 (ALBUQUERQUE CNTR)
SMITTY	SFC-ALT NOT ABV 18,000	0600-2200	ALBUQUERQUE CNTR	126.45 (ABQ ACC) 126.2 265.8 (ALBUQUERQUE CNTR)
TAIBAN	SFC-ALT NOT ABV 18,000	0600-2400 (ACH-H)	ALBUQUERQUE CNTR	126.45 (ABQ ACC) 126.2 265.8 (ALBUQUERQUE CNTR)
TALON HIGH A, HIGH B	11,000	0100-2330 (ACH-H) MOTAM	ALBUQUERQUE CNTR	126.45 (ABQ ACC) 126.2 265.8 (ALBUQUERQUE CNTR)
TALON LOW A, LOW B	11,000 TO 18,000 MSL	0100-2330 (ACH-H) MOTAM	ALBUQUERQUE CNTR	126.45 (ABQ ACC) 126.2 265.8 (ALBUQUERQUE CNTR)

*Altitude values flow of 18,000 MSL and/or above to be as include "E" after altitude unless indicated in description or as "Other times by NOTAM."

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: **POWER PLANT**

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

CAUTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by broad lines of latitude and longitude are represented in THOUSANDS and HUNDREDS OF FEET, and are based on the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, buildings, etc.).

Example: 12,345 feet **125**

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission lines/pipelines/cables. Pilots must see all obstacles which may be encountered below reasonable and safe altitudes.

FOR PROCUREMENT: For digital products, visit SectionalCharts.faa.gov/aar_traffic/flight_info/aeronav/digital_products/ For a list of approved FAA Print Providers, visit our website at SectionalCharts.faa.gov/aar_traffic/flight_info/aeronav/print_providers/

REPORTING CHART ERRORS——————————

You are requested to inform us of chart errors and/or additions that come to your attention. Reports may be made by telephone, electronic mail, or through our website at http://sua.gov/report. In contacting us you will be required to identify yourself and provide your telephone number in the event of any questions. Aviators may also pay strict attention, contact air traffic control immediately on the local frequency or by telephone, and file a report with the nearest FAA facility (see Chart Users Guide). Be advised that non-compliance may result in the use of force.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES——————————

Aircraft operating in the vicinity of the U.S. Air Defense Identification Zone should maintain a watch on guard frequencies 243.0 (U.S. and VHF 243.0). It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" 5-6-3 and "Emergency Procedures" in the Chart User's Guide. If you are flying in the vicinity of Washington, D.C. or other areas designated at the ends of the aircraft, aviators must pay strict attention, contact air traffic control immediately on the local frequency or by telephone, and file a report with the nearest FAA facility (see AIM and Chart Users Guide). Be advised that non-compliance may result in the use of force.

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate at or above the altitudes shown in this chart. Check NOTAMs for locations such as high-voltage powerlines and towers, wind turbines, overhead pipelines and railroads. Check NOTAMs and see AIM for details.

CONVERSION OF ELEVATIONS

FEET (Thousands)	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
METERS (Thousands)	0	0.3	0.6	0.9	1.2	1.5	1.8	2.1	2.4	2.7	3.0	3.4	3.7	4.0	4.3	4.6	4.9	5.2	5.5	5.8	6.1

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, BUREAU OF LAND MANAGEMENT AREAS AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management, U.S. Forest Service and State Game and Fish Areas except at locations without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator; 2) at locations where local laws or regulations set forth requirements for such landings; 3) at locations which are designated for the support of authorized activities; or 4) at locations where valid contracts, permits, leases or other agreements existed prior to the establishment of the area. Authorized activities or agreements may include such operations as mineral exploration and development, livestock grazing, recreational activities, game management, and resource management activities. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator; 2) at locations where local laws or regulations set forth requirements for such landings; 3) at locations which are designated for the support of authorized activities; or 4) at locations where valid contracts, permits, leases or other agreements existed prior to the establishment of the area. Authorized activities or agreements may include such operations as mineral exploration and development, livestock grazing, recreational activities, game management, and resource management activities.

Game Ranges, Wildlife Ranges, Conservation Areas, Wild and Scenic Rivers, Wilderness Areas and Primitive Areas administered by the U.S. Fish and Wildlife Service, Bureau of Land Management and U.S. Forest Service. Based on a report of flight, or the apparent intention of flight, of the aircraft over the surface or the highest terrain within 2,000 feet laterally of the route of flight, or the apparent intention of flight, or valleys. Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft without authorization from the respective agency except in emergencies involving the safety of persons or property. Violations may result in a civil penalty not to exceed $5,000 for each violation. Each airdrop made in violation of these regulations is a separate violation. Penalty may be imposed by the Secretary of Agency Areas.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

Class D Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is Class E airspace. Class E airspace begins at 1,200 feet AGL and below the lowest and outside special use airspace areas.

For weather camera information visit https://weathercams.faa.gov

ALBUQUERQUE

ALBUQUERQUE